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Hongkong, 26th April, 1909.

[29]

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Correspondents must forward their names and

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Telegraphic Address: PRESS.

Codes: A.B.C. 5th Ed. Lieber.

P. O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VUEX ROAD C

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 3RD 1909.

One of the most mischievous movements that has ever taken place in China is undoubtedly that for the so-called recovery of "Sovereign Rights," which analysed is only a return to the policy of entire isolation from the rest of humanity which brought on all the troubles of the eighteenth and the first sixty years of the nineteenth century. Under the early princes of the Manchu dynasty, China had been in the fore rank of the nations, but with the reactionary policy then introduced, and the attempt to rule China as a conquered nation, Manchu rule came to be one of utter distrust; and one of the first symptoms of this was the dread that with knowledge of the greater confidence placed in their people by European Governments, the Chinese as a people would grow discontented with their own state of dependence. Ignorance was therefore to be the sheet anchor of Manchu rule, and the most effective method of bringing about ignorance, was, the astute rulers who had now come on the scene at once saw, isolation. So far as was possible the various populations that constituted the empire were to be isolated from one another. The roads which during the Ming dynasty had been fairly looked after, were now as a matter of policy studiously neglected; mines, which induced the circulation of commodities were deliberately closed, and the traveller through the mining districts still sees engraved on stone tablets by the wayside the numerous edicts issued sternly forbidding under the direst punishment the re-opening of the mines that had been encouraged under their predecessors; obstacles of all kinds were placed in the way of the inhabitants

attending distant markets; taxes were raised on goods in circulation long before the advent of the greatest incubus that has ever befallen a nation, the growth of the industry-killing system of *Likien*; garrisons of untrained Manchus were placed in vast of the provinces, as permanent pensionaries, originally to overawe the populations, but their training having been neglected, they became useless burdens on the provincial exchequers.

In the propaganda of ignorance the Manchus found their chiefest helpmate in the encouragement of the (so-called) *literati* of the Empire. These, they soon perceived, had become so imbued with the anathematic principles of the school of Chubai, that they could safely be used to bulldoze the nation at large. The false Confucianism of the school of Chubai was elevated into the official cult of the Empire, and the successors of K'ienlung on the throne, having put the State to sleep, fondly conceived Elysium had come, and never should—

The hundred summers die,
And thought and time be born again,
And never knowledge drawing nigh,
Bring truth that sways the soul of men.

The wretched debauchee, Hsienfung, on whom had fallen the mantle of K'ienlung, met a rude awakening when after the outraged British ships came thundering at Canton he, still unconvinced, had to fly from his capital leaving to his ministers the task of re-creating the Empire. But, though China had no more wars with Europe, except the short incident with France, the spirit was alive, and after the coup d'état of 1898 broke out in the attempted Boxer massacre of 1900. The leading spirit in this was the late Regent, who woman-like, staked her all on getting rid of the intruding element at one fell blow, the result of which was the capture of Peking by the foreigner, and the ignominious flight of the offending Regent. More wise than his counsellors, the late Emperor recognised that unless China were prepared to enter on equal terms the community of nations she must be ever prepared to continue to eat humble pie; already the outer nations were laying plans to divide amongst themselves his mismanaged heritage, a dénouement which at the time China was utterly powerless to prevent; and had it not been for the action of England and America, all of whose influence was thrown into the scale, it is morally certain that already the process would have been far advanced. More than anything else the knowledge that the reactionary policy that followed was in the last degree galling to the Emperor himself, had excited the more generous spirit of England and America, who knew besides that a large and important section of the rising generation of statesmen were at one with the Emperor; and this influence it was mainly that prevented the reactionary policy of the late Empress Dowager from being used as a pretext for flinging whole provinces from the Empire.

Unable by direct means under the circumstances of the case to accomplish its aim of bringing back the bad old times of the successors of K'ienlung, the reactionary party found a new card to play in touching the susceptibilities of the nation at large, by representing that its "sovereign rights" were being frittered away. Like most other party cries, which have been for a term successful it had its substratum of truth. The late Empress Dowager and her then henchman, the arch traitor Li Hung Chang, had indeed conceived the idea of hartering away the whole of the Manchu possessions of the throne, in return for the assistance of Russia; who was to aid them in their grand scheme of getting rid at one blow of all the other foreign Powers. It does not, indeed, appear that Russia ever entered into negotiations with this particular object, but she certainly gave Li and the EMPRESS DOWAGER broad hints as to the advantages she had to offer in assisting China, (i.e. Li and the EMPRESS DOWAGER), to get rid of the pressure being brought to bear on her by England, America, and the other friendly Powers, to induce her in her own interest to introduce some of the more necessary reforms, the lack of which, they pointed out, was the true cause of the alienation from the Government of the whole of the population. It casts no discredit on the tale that either the dénouement had come about, Li and the DOWAGER EMPRESS had parted in anger, and Li had been sent, in what was intended for banishment, to Canton; he came back unasked after the taking of Peking; and renewed his intrigues with Russia, which, it may be remembered were only closed by his death.

Now, there is a clear connection between the new cry of the reactionary party and the misdeeds of Li; and without a knowledge of the hidden ways of that unpatriotic intriguer, the new development could hardly have come about. The methods may, indeed, seem strangely different, but the object of both is one;—that of preventing at all hazards the entrance of China on the road

that leads to civilization. Li Hung Chang hoped to bring this about by the assistance of Russia, and in return for this was ready to deliver over Manchuria, and bind China to a dependence not greatly differing from vassalage. With the same end in view, the more reactionary finds himself called upon to raise the cry of "China for the Chinese,"—well knowing that China being once more entangled in the old fetters would have lost all power of helping herself. The whole is merely a distinction without a difference, both leading to the same inevitable goal,—a return to the periods of TAOWANG or Hsienfung, with universal famine and discontent, and the re-enactment of the T'ai ping Rebellion with all its horrors of pillage and destruction.

Lately we have had some notable examples of the process in the disappearance of the funds of the Hankow-Canton Railway and the necessary calling in of the hated foreigner after the would-be patriots had divided amongst themselves the entire swag. So, too, the Shanghai and Ningpo main line, opened to Kiating, some forty or fifty miles, after a year and a half of work building a track which is a disgrace to all concerned, and the expenditure of nearly as much capital as the well-equipped line to Nanking. Even more disgraceful, is the deliberate attempt at swindling private capitalists out of undertakings on which they had already advanced in good faith, large amounts of money. The result, as far as the authors of the policy is concerned, has been perfectly satisfactory; both foreigner and native have learnt to their cost that Chinese honour, far more ranking high in the world of commerce and finance, is now no more to be depended on, and both equally have learnt to their cost that the louder the "patriot" the more is he bent on self-aggrandisement. The immediate result as far as China is concerned, is that while foreign capital which was prepared to do much for the regeneration of the Empire, has been driven out of the country; native capital, but a little while since creeping cautiously out of its hiding places, has been forced back into its old concealment; and, as a factor working for the regeneration of the Empire, has absolutely ceased to exist.

The Siberian Mail of May 8th was delivered in London on the 1st inst.

Dr. Amos P. Wilder, who has been appointed American Consul-General at Shanghai, was expected there from Japan (where he has been staying for the past month) on Tuesday.

On receipt of news of the result of the Derby, the Stewards of the Shanghai Race Club sent a telegram to H. M. the King conveying "heartiest congratulations." His Majesty telegraphed his thanks for the message.

The total number of plague cases reported in the Colony last week was 11; and there were 12 deaths from this disease. Three cases of enteric fever figure in the week's return, two being European cases and the other Chinese. Other cases of infectious disease were one of puerperal fever and two of small-pox.

Tokyo newspapers state that the Tokyo Spinning Company has obtained through the agency of Messrs. Sato, Fraser & Co. a foreign loan of ¥1,000,000 at 6½ per cent. interest, the loan being guaranteed by the Hundreth Bank, and its proceeds to be applied to the purchase of new machinery.

Vice-Admiral Sir Hedworth Lambton with H.M.S. *King Alfred*, *Bedford*, *Monmouth* and *Kent*, armoured cruisers; H.M.S. *Clio*, sloop, and four torpedo-boat destroyers were at Wei-hai-wei on the 28th ult. H.M.S. *Astraea*, 2nd class cruiser, and the dispatch vessel were expected to arrive the following day.

A Shanghai Municipal Notification, dated May 26, announces that "the Sincawei Road is re-opened to traffic with effect from this date." The *N.C. Daily News* understands that this step has been taken in consequence of the opening of negotiations with the Spanish authorities, of which there is every reason to anticipate a favourable conclusion.

The Hongkong Office of the Osaka Shosen Kaisha send us an interesting booklet descriptive of the Company's Inland Sea service. There is a track chart showing where the steamers run in this sea, famous for the unrivalled picturesque quality of its scenery, and the letter press describes the various voyages and the principal attractions of the various ports of call, added interest being given to the description by a number of photographic views.

Sir Robert Hart, who was already a life governor of the Benevolent Society of St. Patrick, has been elected one of the limited number constituting the Grand Committee, in succession to the late Earl of Howth, K.P., at one time president of the society. Although Irish, the society is neither denominational nor political. Children of both religions are admitted, but religious or political controversies find no encouragement or home within the walls. The new and enlarged buildings which are approaching completion will contain accommodation for upwards of 450 children, in addition to the rooms set apart for the benevolent purposes of the society.

An attempt is being made in Shanghai to float a company to build a roller skating rink at Shanghai and to carry on the business of Roller Skating Rink proprietors. The capital is fixed at \$120,000.

One of the passengers who left for England yesterday by the *Kitano-Maru*, Mr. Hastings of Formosa, has the distinction of having resided in the East continuously for fifty years, forty-seven of which have been spent in Formosa.

SUICIDE OF A JAPANESE.

An inquiry into the circumstances of the death of a Japanese who committed suicide was conducted at the Magistracy yesterday by Mr. J. H. Kemp before the following jury: Messrs F. O. H. Kollinghausen, J. C. V. Ribeiro and J. O. V. Ribeiro. The body of the deceased was found floating in the harbour on May 19th near the coal sheds at Kowloon.

Dr. Pearce said from his post-mortem examination of the body, which was that of a young man of about 25 years of age, he was able to state that there must have been a great struggle for breath. There was a wound in the nature of a stab, in the front of the neck, just over the windpipe. From the very congested state of the internal organs, and the evidences of a strong struggle before death, he considered the cause of death was drowning, and not the loss of blood from the stab in the neck. The wound was consistent with a self-inflicted injury.

Heardich Jensen, engineer, gave evidence to discovering a suit of clothes, a pair of boots, and a cap near the new Recreation Ground at Yau-mat. Near the water's edge, on a stone wall, there were evidences of blood. Among the papers found on deceased were none bearing on the case. One of them, however, was a love letter.

A Japanese clerk in the N.Y.K. said he knew deceased in Japan, and later in Hongkong. He had often told witness he had trouble in Japan, saying he had lost all his money in trade.

The Coroner said deceased appeared to have cut his throat and then jumped into the water. The circumstances pointed to suicide, as he had had some trouble with a wife and sweetheart, who were apparently in need of money.

The jury returned a verdict of "Suicide."

BELGIAN CONSUL'S RESIDENCE
ROBBED.

A daring robbery was reported to Police Headquarters yesterday, the victim being Mr. J. Bribos, Consul for Belgium at Hongkong. Between 7 and 11.30 p.m. on the 1st instant, while Mr. and Mrs. Bribos were absent from their residence at 106, Gough Hill Road, thieves gained an entrance and departed with \$100 in Hongkong and Shanghai Bank notes; one twenty-franc Belgian note, valued \$8; one plain gold chain with jade pendant, pear shaped, valued \$50; one plain gold bracelet valued \$50; one gold finger ring, valued \$15; two Japanese bracelets, one butterfly and one plain, valued \$12; one lady's gold watch, semi-Hunter, English Lever, valued \$150; one gold brooch set with small pearls and greenstone in centre, valued \$40. The total value of all the articles stolen is placed at \$425. Detectives are investigating the matter.

HONGKONG TENNIS LEAGUE.

Y.M.C.A. V. LUSITANO.

This match was played yesterday on the Y.M.C.A. courts at Kowloon and resulted in an easy win for the "saints" by 70 games to 18. "Elo's" games were not played.

Scoring:—
Hickling and Leiston beat Hyndman and Yvanovitch 11/0, beat Lettice and Gutierrez 10/1, beat Roza and Remedios 9/2.
Edwards and Fowler beat Lettice and Gutierrez 10/1, beat Hyndman and Yvanovitch 9/2, beat Roza and Remedios 8/5.
Clements and Hicks beat Lettice and Gutierrez 9/2, lost to Roza and Remedios 4/7.
Table to date:—

CLUB.	P.	W.	L.	PTS.
Craigengower	2	2	0	4
Y.M.C.A.	3	3	0	6
Kowloon	1	1	0	2
Lusitano	3	1	2	2
Y.M.C.A. (Chinese)	3	1	2	2
Schoolmasters	1	0	1	0
Civil Service	1	1	1	0
Taiiko	2	0	2	0

SUPPOSED TO BE A CHRISTIAN.

An interesting conversation took place at the Magistracy yesterday. A Japanese witness on being called to give evidence took the Bible in his hand for the purpose of being sworn.

His Worship (Mr. J. H. Kemp)—Are you a Christian?

Witness—No, but I am learning the Bible.

His Worship—What religion are you? Are you a Christian?

Witness—I am not yet a Christian; I am supposed to be; I am learning.

His Worship—Do you wish to be sworn on the Bible?

Witness—Yes.

Witness then took the oath in the customary manner.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Wakasa Maru* (European Line) left Moji for this port via Shanghai on the 31st ult., and is expected here on the 7th inst.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Kobe for this port via Moji and Nagasaki on the 1st inst., and is expected here on the 8th inst.

The I.G.M. str. *Buolow* which left here on the 5th ult. at noon, arrived at Genoa on the 1st inst. at 7 a.m.

The C.P.R. str. *Empress of India* left Yokohama at noon on the 1st inst. for Victoria and Vancouver.

The Dampier-Rhodes "Union" Action-Goschkeff str. *Fogline* left Shanghai on the 2nd inst. morning, and may be expected here on or about the 6th inst.

TELEGRAMS.

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[EDITOR'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

AUSTRALIAN POLITICS.

LONDON, June 1st.

A Melbourne message states that the Governor-General has refused to sanction a dissolution of the Commonwealth Parliament and the Cabinet by 28 votes to 5 (?) have decided to resign. The Hon. A. Deakin is forming a ministry.

SIR IAN HAMILTON
PROMOTED.

LONDON, June 1st.

Sir Ian Hamilton G.O.C. in chief of the Southern Command since 1905, has been gazetted Adjutant-General of the Forces.

TURKISH DESIGNS IN
PERSIA.

LONDON, June 1st.

The "Times" correspondent at Teheran reported that Turkish regulars have occupied Persian territory at Sujbulak near the frontier.

A Reuter's message from Tabriz states that a large force of Turks are about to occupy Khey, Salmas and Urumia.

[Salmas is a fertile plain bordering Lake Urumia.]

BERLIN HOAXED.

LONDON, June 2nd.

It appears that Berlin has been hoaxed in connection with the expected arrival of the Zeppelin airship.

H. M. the Kaiser wired to Count Zeppelin expressing his disappointment at the non-arrival of the airship.

Troops had been paraded to receive the famous aviator during the Whitsuntide holiday.

Count Zeppelin replied that he had never expressed any intention to visit Berlin and begged that an inquiry might be made to ascertain who sent the telegram to the Balloon Corps.

The Count hopes to visit Berlin six weeks hence.

"YELLOW PERIL OF BRIGHT
COLOUR."

A Japanese schoolboy has been giving his views of his New York neighbours "I am acquainted," he writes, "of one Korean gentleman name of Whee who resides in cellar of this city. He does not change his clothing which is economical. He sleep in soap box, but the soap is missing. To approach Mr. Whee with hygiene is too dangerous for good healthy. Labouring Union do not fear this Korean gentleman, because he shall never take no work from nobody. When not hitting pipe smoke this Whee man is dreaming of ancestors. He will also be one soon. When I observe such Korean patriot approaching to me I choose next street, thank you. This man is Yellow Peril of bright colour."

The enterprising Japanese boy does a pen picture also of "one Polish gentleman, name of Gumowsky." The Gumowsky man is, we learn, notable for forgetfulness in washing. "Two times each year he is removed by Health Board, but this is of no use for Mr. Gumowsky, who make financial income collecting second-hand cigarettes. When he obtain sufficient whisky-drunk there is war cry from his downstairs residence, and whichever furniture he can discover to break is thrown on street to strike by passing pedestrians. Mr. Gumowsky is not good enough gentleman to inhabit this American country. He is a Yellow Peril of dark colour, because soiled. With is more better citizen, thank you. Mr. Whee of opium smoking and Gumowsky of whisky-drinking, or Japanese Boy of derby hat, frockway coat, and all other white manners of civilization?"

MR. ROOSEVELT.

PROPOSAL TO MAKE THE EX-PRESIDENT
MAYOR OF NEW YORK.

An influential movement has been started by the Republicans of New York with General Stewart Woodford, formerly United States Minister to Spain, at its head. The movement has for its object the election of ex-President Roosevelt as Mayor of New York. In order to be a candidate for the post Mr. Roosevelt, who at present is not a resident of New York, will be obliged to take up a residence within the city limits.

It is believed by the promoters of this movement that the ex-President's patriotism and ardent desire for reform in New York (its politics and administration will induce him to become Republican candidate for the post. The term of the present mayor, Mr. McClellan, terminates this year, and while no charges of corruption can be brought against him, he has not proved strong enough to prevent the immense amount of corruption that is still rampant in the city.

There is little doubt says a correspondent, that Mr. Roosevelt can be elected, as his name would rally Republicans of all opinions to his standard, and thousands of the better-class Democrats, tired of Tammany rule, would also vote for him.

THE DEATH OF CAPTAIN
MARKHAM.

We published a few days ago a paragraph announcing the death of Captain Markham, one of the few survivors of the *Bokhara* disaster, but old residents will be interested in the following reminiscences of that tragic event contained in the following letter dated May 10th, from a London correspondent:—

Saturday's newspapers contain a notice of the death on the 6th instant, after a very short illness, of Captain Frank D. Markham, late King's Shropshire Light Infantry, at 10 Queen Street, Mayfair. I do not know the cause of Captain Markham's death, but there can be no doubt that the terrible experience he underwent some seventeen years ago undermined the constitution of this promising young officer and helped to bring about his death at the early age of forty years. The demise of Captain Markham leaves Dr. J. A. Lawson the sole survivor of the passengers in the ill-fated *Bokhara* wrecked off the Pescadore in October, 1892, and of the team of Hongkong interport cricketers returning from Shanghai. Dr. Lawson suffered so seriously from the effects of exposure to that occasion that he had to retire from the Civil Service, and he is now located at Forfar, in Scotland.

Comparatively few residents of Hongkong and Shanghai to-day remember Markham, though Lawson's personality will not readily be forgotten. But I shall never forget the interview I had with the two survivors upon the deck of the cruiser *Porpoise*, which brought them down from Amoy. Lawson, badly wounded on the forehead by being dashed against the bridge of the doomed vessel as she was engulfed by a heavy sea, told the story of his grim experience with a considerable amount of characteristic vivacity, and mentioned how Markham, terribly unnerved, had had the greatest difficulty in recovering from the effects of the disaster. Markham had certainly received a serious shock. Attired in a flannel suit lent to him by an officer of the cruiser, he stood in the centre of a little group of civilians and service men, and in a slow voice, in subdued tones, gave a narrative of his personal experiences on that awful night. With the crowd of affrighted passengers he had been standing in the companion way when the *Bokhara* went down. He had no clear idea of how he got into the water, but as he could not swim and had no lifebelt, like Lawson, he gave himself up for lost. Luckily for him, he was washed up on a reef, where he lay bruised and battered, in no clothing but the remnant of his pyjamas, until the morning light revealed the six members of the crew whom he thought to be the sole survivors of the white man on board. It was only when they struggled over the sand dunes, bearing the wounded chief officers, that they discovered another survivor in Lawson, who had succeeded in getting shelter in a disused hut near the shore.

DEATH OF HERR VON HOLSTEIN.

BERLIN May 9.

The Berlin newspapers announce the death last evening of Herr von Holstein, formerly the head of the Political Department of the Foreign Office.

Herr von Holstein played a most important role in the conduct of German foreign affairs for more than thirty years, and his eminent qualities were recognised both at home and abroad. He was a member of Prince Bismarck's staff during the Franco-German War, after which he was attached to the German Embassy in Paris. His name was frequently mentioned during the Armin trials, and his actions, while he was subordinate to Count von Bismarck, were much criticised. In 1876 he entered the Foreign Office, where he soon made himself indispensable to the Chancellor. Under Prince Bismarck he was of course merely a very valuable official, but under Count Caprivi and Prince Hohenlohe, and in the early part of Prince Bismarck's administration, he practically conducted the foreign affairs of the German Empire. He strove for neither orders nor titles, his only ambition being to acquire political power. He was a most assiduous worker, had few friends, and rarely came into contact with the public.

It is considered to be due to his influence that Prince Bismarck's policy of friendship towards Russia has been departed from, while Germany's aggressive policy as regards Morocco is also attributed to him. When the effect of Germany's Moroccan policy on France was observed Baron Tschirschky, then Minister of Foreign Affairs, proved strong enough to bring about Herr von Holstein's retirement from office in April, 1906. Since then he has lived, as he lived nearly all his life, practically behind the scenes, though one of the few persons who visited him in his solitary home was Prince Bulow.

The Berlin newspapers point out that it is impossible for his contemporaries to judge or to estimate the value of the work of this official, who occupied such a very influential and responsible position at such an important period of Germany's history. Herr von Holstein, who belonged to a very old Mecklenburg family had attained the age of seventy-three.

PARIS, May 9.

The death of Herr von Holstein is generally commented on the Press, particularly in connection with the part he played in the fall of M. Delcassé and the Conference at Algiers.

The *Temps* remarks that his sole conception of Franco-German relations was that of conqueror to the conquered, the "renowned acceptance of defeat, and its definitive consecration by diplomacy based thereon."

The *Debate* expresses the hope that, "in the interest of Germany and Europe, with Holstein, its last advocate, a policy which is now an anachronism may have disappeared."—*The Times*.

A CAPTAIN'S STORY.

Capt. Foretopp, according to New York contemporary, tells a story of a certain noted divine who was on his steamship when a great gale overtook them off the Oregon coast. "It looks pretty bad," said the Bishop to the captain. "Couldn't be much worse, Bishop," replied Foretopp. Half an hour later the steamship was diving under the waves as if she were a submarine and heaving like an old door. "Looks worse, I think, captain," said the Bishop. "We must turn in Providence now, Bishop," answered Foretopp. "Oh, I hope it has not come to that!" gasped the Bishop.

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Hongkong, 21st July, 1908. [1019]

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From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

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Hongkong, 21st September, 1905. [504]

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CALIBRE 7.65 mm.
WITH CHAMBER FOR 8 CARTRIDGES
FIRING 8 SHOTS IN 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

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Inspection Invited.
W. M. SCHMIDT & Co.
Hongkong, 26th October, 1906. [623]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [48]

SINGON & CO.

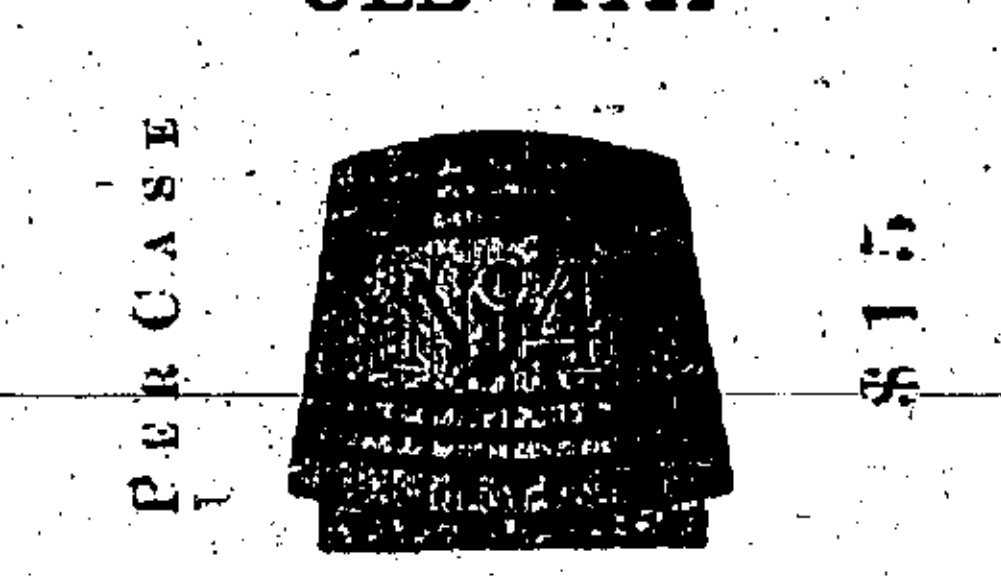
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Inspection Invited. [548]

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SCOTCH WHISKY.

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A NAVAL BASE IN THE MAKING.

ROSYTH.

[BY ARCHIBALD MARSHALL.]

THE name Rosyth had been familiar to me for so long in connection with naval affairs that I hardly know what sort of a place I had conjured up in my mind before I went to see it. I only knew that it was as unlike the reality as possible. When I came to look it up on the map I had not the least idea of what part of the map to look at. And indeed Rosyth is not to be found on any but the largest scale of map, although it is to be supposed that that omission will not last much longer. It is a place in the making, and its making will be one of the most interesting things to be seen in Great Britain for some years to come.

As the north-bound trains thunder over the high Forth Bridge their passengers may see looking across that great expanse of water to the left, the ruins of an old castle, on a point of the irregular, well-wooded, northern shore—that is if their eyes are near enough, for it is some two miles off. It is Rosyth Castle, and there is nothing much more to see; for there is not even a village of Rosyth, but only a big farm house and a group of cottages which bear that name. There are the green and brown fields, the woods, and the unfrequented line of the shore, and behind these in the distance the purple hills glow with the sun. How different will look in a few years' time! There will be no need then to strain eyes to catch a glimpse of Rosyth. There will be the vast stone-bordered basin with its locks and docks and piers, behind it the innumerable buildings of a first-class "naval establishment," and behind that, where the corn is now springing and farm carts lumber slowly along the muddy roads, perhaps a large town, with houses for the officials and the workmen, and buildings and recreation grounds for the benefit of the sailors. There will be masts and funnels, and the huge, gray bodies of those leviathans of the deep, for which this remote countryside is being turned into a sort of city of refuge. And if it be night time the travellers carried high above the water will look down on lines and clusters of bright lights from the ships, lights from the shore, and strong and arched lighting the quays and walls of heavy masonry jutting out into the water.

Right under the Forth Bridge, where it crosses the low-lying land by the water's edge, lies the village of North Queensferry, and here you must take the road if you want to get to Rosyth and see what is going on there. It is a pretty road, though a very muddy one, and from it you get always changing views of the beautiful Forth as it runs and narrows inland. You pass a busy-looking quarry, where you are liable to be held up for a minute or two by blasting is going on, and after a mile or so come upon the first sign of the changes that are about to be. This is the single line of railway, already completed, which joins on to the main line between Queensferry and Inverkeithing, and runs close along the shore to Rosyth. The road dips and winds, and presently you come to a large, single-story building of corrugated iron set in a tidy garden, next a commodious lodge gates. This is the Government offices. Half a mile farther on is Rosyth itself.

I stood by the side of the road and looked over a low stone wall across a slope of springing wheat, to the water. The tide was low, and some little way from the shore jutted up two good-sized rocks. When the water is finished mountains of coal will be stacked just about where these rocks are, and the look leading into the great basin will pass between them.

To the left were the buildings of Rosyth Farm and a line of haystacks; and between them and the contractors' new offices, now nearly completed—a great building of corrugated iron like the one farther down the road, but still more extensive, was the water's edge. Other similar buildings were going up, fitting shops and the like, and the air was full of hammering; but on this wide expanse of green country whatever activities are fulfilling themselves have as yet made little mark. Out through the wheat field is a line for the contractors' trucks, and on a grassy slope away to the right some of them were being slowly filled by big shovels.

This is the beginning of a big business, for when the necessary buildings have been put up and the real great work is taken in hand, the first thing to be done will be to push a bank of earth out into the water. Then this green bank, running down to the gorse at the water's edge, will gradually disappear; truckload after truckload of soil will be tipped over at the jutting point of the embankment, which will slowly creep out into the water, and so the face of the land will be altered.

By the farm to the left, and beyond the meadow to the right, new wooden fences are beginning to be turned into great dockyards, and the trucks, and the new fences, the lines running through the green wheat, the few scores of labourers scattered over the ground—these at present are all that is to be marked of the immense changes to come. There is not enough at present to detract from the quiet beauty of the scene. The wide inlet lies slaty grey under the sky, now blue and sunny, now dark with passing clouds. A like tinged pants down it, a mile away on the other side, towing a tall, slender, white canvas as they draw near to the bridge, whose intended towers towers up above the trees on the eastward point and to the open sea. There are other sails, and lines of dark smoke from the steamers flecking the smooth water. The opposite shore lies dark for a moment under a rain-cloud, but the sun shines on the roofs and chimneys of Bonness miles away to the right, and as backing to the whole coast-line are the Pentlands Hills, rising and falling in waves of misty blue.

A far scene, and not less far because man has marked it for his own, and on one little point of all this great expanse of land and sky and water will work anti-like for years to come, digging and heaping, levelling and building, bringing stone and steel in ships and on rails, and bringing at last his own wonderful schemes to home there, like pigeons to their coles at nightfall.

They will come in from the wide seas, steaming up between these sheltered shores, passing under that mighty bridge, which is another of man's wonderful works, and into their new resting-place. Where the menacing rocks stand they will find entrance into their harbourage, where the green corn springs lights will shine, and perpetual industry will reign. But, save for a few added ripples, the tide will flow in and out as before, lit by the sun or darkened by the clouds, the woods on the opposite shore will brighten as spring succeeds spring, and the eternal hills will lift their blue ramparts to the sky.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois, and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. [453]

GOLF.

AMATEUR AND PROFESSIONAL.

The distinguished representatives of their respective classes, Mr. Harold Hilton and Mr. J. H. Taylor, have recently contributed very interesting papers to *Golf Illustrated* on the reasons of the professional's superiority to the amateur. Both of them speak with authority and from abundant experience; and it is therefore interesting to find that there are some differences of opinion between them. Taylor's view, put very shortly, is that the professional secures an insuperable advantage early in life from serving his apprenticeship to the game steadily. Mr. Hilton goes upon the simpler ground that a man is likely to do a thing better when he earns his bread and butter by it. Both emphasize that which one would be prepared to deny—namely, the enormous advantage of beginning to play golf and playing a great deal of it in very early youth; but that is an advantage which has been enjoyed by most of the good amateurs of to-day, and is now being enjoyed by a vast number of small boys, of whom the Amateur Champion, of let us say, 1904 should be one. Taylor appears to think that it is not so much the playing that is beneficial as the opportunity of watching every variety of style and method which a long course of carrying brings with it.

THE CADDY, he says in effect, gets to know, through this constant watching the right way of doing everything, so that the proper stroke becomes an instinct. It may, however, be permissible to point out that upon the average course a boy is likely to carry for a hundred paces who might do his farm, not merely, but from a golfing point of view, to one who might do his farm. From those hundred the caddy may indeed learn every grotesque contortion which he should avoid as he would the plague; but golf cannot be learned in this negative way only, and on very many courses, except for an occasional glimpse of the local professional, a small boy sees nothing worthy of imitation. If he is fortunate enough to carry on a course which is frequented by many good players, he has many good models; but so has the amateur boy, who is not one who behind his little professional teacher in doglike admiration of the greatest local luminary and servile imitation of his every trick, whether of stance, waggle, or even explosive. There seems no reason why the small amateur of 12 or 15 years old should not be as good as the caddy of the same age, if he plays as much. He is not generally so good, and he does not generally play as much, that is to say he may play as many actual rounds, perhaps even more, but he does not spend nearly so much time in illicit excursions for a hole or two with some one else's masher. One is inclined to think that

THE PROFESSIONAL PLAYS GOLF BETTER because he is paid to play golf well; the amateur may have as much ambition, he may build as many castles in the air, and dream as much of being a champion, but in all walks of life pecuniary reward is an invaluable companion to ambition, and an antidote to discouragement. Taylor points out that on his red-letter day, when it appears as if the ball must needs fly from the exact centre of the club, the first-class amateur is in the main a match for the professional, but that a more genuine test of their merits is to be obtained from watching them on a day when things are not going so smoothly and the game is "aye fetchin' against ye." Then, says Taylor, and the writer humbly agrees with him, the professional's superiority is made manifest. This however is a phenomenon which one would ascribe, not to an early training in the carrying of clubs, but rather to the fact that the professional is compelled to try his best day after day, and often when he feels no inclination to do so. Let any one take out one of the great professionals of the day to play in the friendliest of foursomes, possibly with three very indifferent players; he will find that the champion will take more trouble than any of the party, although he can apparently most afford to do without it. It is the professional who will look at his put from the hole and will walk forward to study a difficult pitch—not the amateur, who ought to be taking particular trouble from being in such good company. The professionals have discovered the necessity of always taking pains, partly in order that they may do their work conscientiously and well and partly that the taking of pains should become a second nature; the result is that in every game they play they not only stimulate, but they decide to play their best and to win the match. This characteristic is more particularly apparent in the play of those few professionals who stand, and have stood now for some years past, at the very top of the tree in a class distinctly higher than that of all their competitors; and it is those players whose

SUPERIORITY TO THE AMATEUR is so clearly marked. Take away this small and select class, and the amateurs would make a very respectable show, not in medal play, which they do not practice with sufficient assiduity, but in match play. Any amateur who has played with the professionals knows the difference between tackling such players as Hraid, Taylor, and Yardon and those who are just a bit below them in the scale. These professionals of the slightly lower grade are very fine players, and they will, as a rule, beat the amateur, but it does happen the amateur, on occasions, plays them level and beats them. On the other hand, who that wishes to preserve a reputation for sanity would attempt to play Braid level at Walton Heath? It is not to be done. The amateur may console himself with the thought that his really pronounced inferiority is to a comparatively small class; when he goes below that class he must still be very modest, but he need not feel utterly crushed. In this regard attention may be drawn to the recent match at North Berwick between teams of amateurs and professionals from the East Lothian, in which Messrs. Maxwell, Laidlaw, and Gairdner defeated their opponents, Mr. Maxwell's adversary being the still formidable Ben Sayers. Moreover, in the match between Mr. Blackwell and Mayo at Kildermister, the professional won, but only after a really good match. To return to the original discussion, there is one more remark that appears pertinent and may account for the way in which the professionals have left the amateurs behind in the last decade. Sir Walter Simpson once wrote, "Because he does not think the professional is better than the amateur, the uneducated beat the educated players." If he were now alive, the author of the "Art of Golf" might almost rewrite that sentence by leaving out the "not," and he would also have to modify the epithet "uneducated." The professional thinks, no doubt, more than he did twenty years ago; in fact, he now thinks a great deal more than ninety-nine amateurs out of a hundred. He may not be able to express his thoughts so lucidly, or he may not be so ready to do so in casual conversation; but that he has his own scheme of playing very well thought out only those who do not know him would deny.

CZAR AND MADAME STOSSEL.

It transpires that Madame Stossel recently addressed to the Czar a petition on behalf of her husband, whose health has become much worse since his confinement in the Peter and Paul fortress. The Czar returned the petition unanswered. A recent telegram however has reported the release of General Stossel.

HONOURING DISTINGUISHED MEN.

STUDENTS' GREETING IN AMUSING VERSE.

The student of Liverpool University had one of the most festive days of their lives last month when the degree of LL.D. was conferred by the University on Mr. Balfour, Lord Charles Balfour, the Earl of Cromar, the Earl of Derby, Mr. Birrell, Signor Marconi, Sir John Brunner, Dr. Caton, ex-Lord Mayor of Liverpool, Lord Roberts, Sir Donald MacAlister (principal of Glasgow University), Professor Paul Vinogradoff, of Oxford, and Professor Edward Meyer.

Mr. Francis Darwin and Professor Todd were made Doctors of Science, the Hon. C. A. Parsons, the inventor of the turbine engine, a Doctor of Engineering, Mr. Edward Meyer a Doctor of Letters, and Mr. W. F. Irvine an M.A.

As each distinguished visitor entered he was greeted with a special song. Thus Mr. Balfour was met with the following verse:—
Come o'er the floor, Arthur, dear Arthur, brave Arthur,
Come o'er the floor, Arthur, and rule us again.
This general election is not on Protection,
It's only for Arthur we all shall complain.
It's 'cos we want Arthur, dear Arthur, brave Arthur,
Come o'er the floor, Arthur, and rule us again.
For Lord Charles Balfour the following was sung:—
Come, cheer up, my lads, 'tis to glory we steer,
For Charles will be back by the end of the year.
If he leads, then we follow,
And drive them ashore;
And if they want Droadnoughts
We'll give them them four.
Hearts of oak are our chiefs,
Jolly tars are our men.

Sir John Brunner was greeted with a parody of "The Amorous Goldfish," from "The Geisha," and Lord Cromar with "Oh, Mr. Porter, You've put me on to Cromar."
When the degree was being conferred on Mr. Birrell, a voice shrieked from beneath the platform: "How dare you come to Liverpool without giving women the vote?" The suffragist was hastily ejected.

WHITAKER WRIGHT'S HOME SOLD.

Lord Pirrie, chairman of the great shipbuilding firm of Harland and Wolff, has purchased Witkey Court, near Haslemere, one of the fairest estates in England. Its last occupant was Mr. Whitaker Wright, the financier, who committed suicide at the Law Courts in January 1904, after having been sentenced to seven years' penal servitude. When Mr. Whitaker Wright had the estate it was called Lea Park.

Lord Pirrie is stated to have paid nearly £200,000 for the estate. Even this figure, however, gives little idea of the splendour of the estate and mansion, on which Mr. Whitaker Wright was estimated to have spent no less than £700,000.

The estate is a domain of over 2800 acres, and extends from the village of Witkey to the famous Hindhead Punch Bowl and Gibbet Hill.

Around the park is a wall of dressed stone four miles long, which cost £37,000, and there are five stone lodges which cost £2,000 each. Among other palatial features is a large hall constructed of glass under one of the lakes.

It is understood that Lord Pirrie proposes to develop the estate on the original lines, and that he intends to reside there. The work is now in the hands of a contractor, and the first batch of workmen have already arrived.

NOTICES TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

Captain Rohde, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

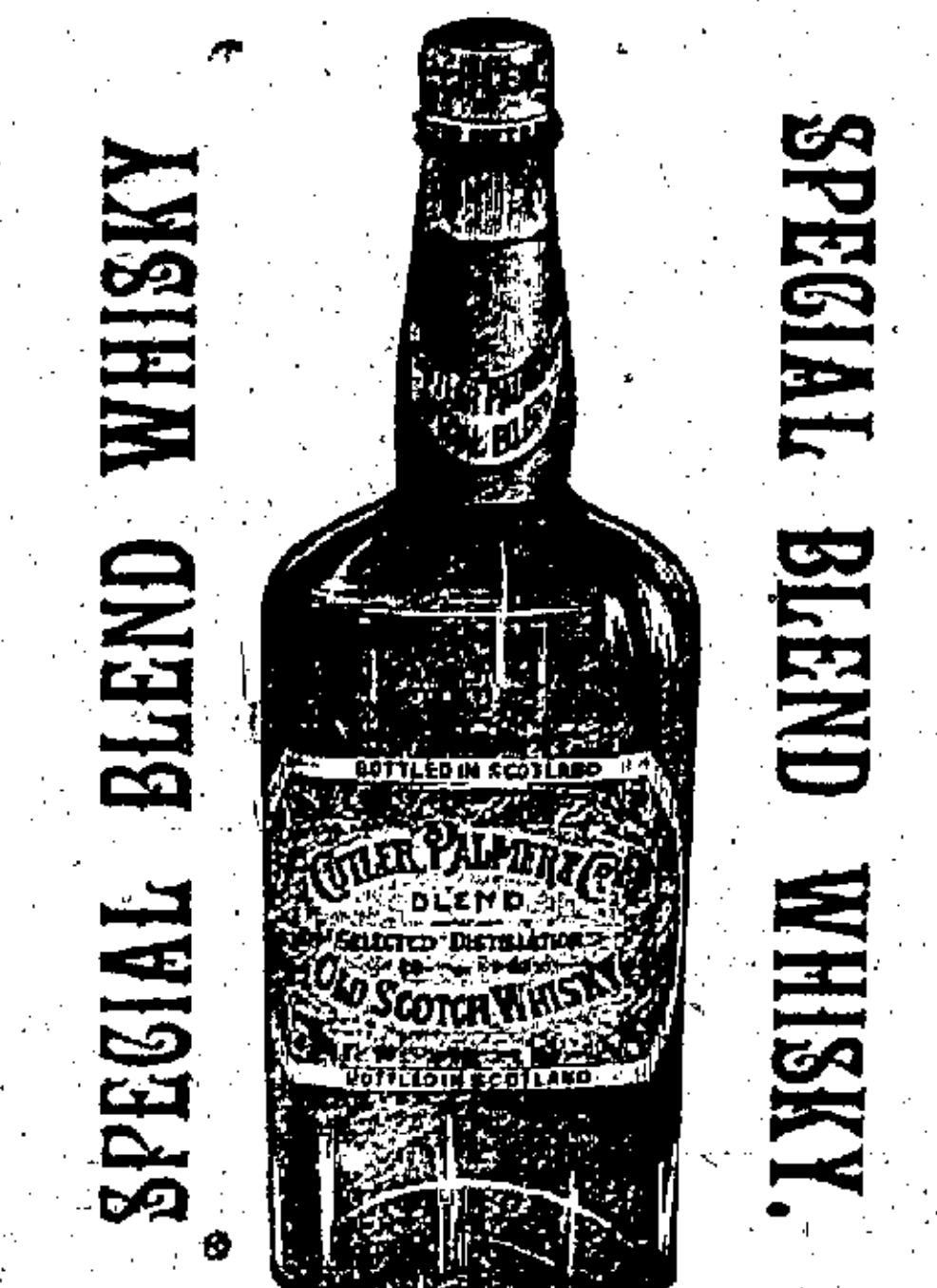
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 28th May, 1909. [804]

Gutler, Palmer & Co.'s



SHIPPERS
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AGENTS
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SHIPPING IN PORT.

STEAMERS.

ARIAKI MARU, Japanese str., 2,183, T. Ota, 31st May—Moj 25th May, Coal—Mitsui Bussan Kaisha.
ASIA, British str., 5,432, H. Calkregor, 23rd May—San Francisco 24th April & Shanghai 20th May, Mails and General—P. M. S. S. Co.
ATLANTIS, American str., 1,490, Eridra, 26th May—Manila 23rd May, Sugar—Barretto & Co.
BORNEO, German str., 1,344, Sembill, 31st May—Sandakan 25th May, Timber—Melchers & Co.
CATHERINE APAR, British str., 1,730, G. F. Hudson, 29th May—Calcutta and Straits 13th May, General—D. Sassoon & Co.
CHENAN, British str., 1,047, Brown, 19th May—Shanghai 16th May, General—Butterfield & Swire.
CHIMEL, British str., 1,103, J. Warrick, 30th May—Hongkong & Hallow 29th May, Coal—Butterfield & Swire.
CHINUA, British str., 1,348, A. Harris, 30th May—Shanghai 27th May, General—Butterfield & Swire.
CHUYEU, Chinese str., 1,177, C. Stewart, 26th May—Shanghai 26th May, General—C. M. S. N. Co.
CHOYSANG, British str., 1,424, A. E. Sandback, 30th May—Shanghai & Swatow 25th May, General—Jardine, Matheson & Co.
FAUSANO, British str., 1,410, S. Malkin, 30th May—Saigon 25th May, Rice, Meal and General—Wo Fat Sing.
FRITHOF, Norwegian str., 891, Andersen, 29th May—Nanchang 21st May, Beans—Aagaard Thorsen & Co.
GLENLOCH, British str., 3,809, McGregor, 21st May—Fochow 19th May, General—McGregor, Bros. & Gow.
GROOVY APAR, British str., 2,961, S. H. Nelson, 27th May—Yokohama, Kobe and Moji 22nd May, Coal and General—David Sassoon & Co.
HALVARD, Norwegian str., 1,666, R. Bonneberg, 22nd May—Moj 16th May, Coal—Aagaard, Thorsen & Co.
HANYANG, British str., 1,270, Trowbridge, 1st May—Wuhu 27th April, Rice & General—Butterfield & Swire.
HOJSTEIN, German str., 1,103, P. Heng, 25th May—Hilo 20th May, Sugar—Jensen & Co.
HUICHOW, British str., 1,217, E. Forsyth, 29th May—Tientsin and Swatow 25th May, General—Butterfield & Swire.
JACOB DIERICHSEN, German str., 630, A. Hazen, 31st May—Hainan, Pakhoi and Hoihow 29th May, General—Jensen & Co.
KIANG PINO, Chinese str., 1,222, H. Udden, 30th May—Chinkiang 25th May, General—Tung Kee & Co.
LANDART SCHIFF, German str., 2,600, A. Struwe, 30th May—Chinkiang 25th May, Rice—Siemssen & Co.
LYNHOLT, German str., 1,255, J. Bohman, 16th May—Wuhu 11th May, Rice—Hamburg-Merika Linie.
MACHEW, German str., 996, R. T. Füller, 28th May—Bangkok 20th and Swatow 27th May—Norddeutscher Lloyd.
MERPOO, Chinese str., 1,339, J. McArthur, 24th May—Shanghai 21st May, General—C. M. S. N. Co.
MERAPI, Dutch str., 1,597, E. Uldall, 31st May—Java via Singapore 24th May, Sugar—Chinese.
MONGOLIA, American str., 8750, Henry E. Meaton, 1st June—San Francisco 5th May, Mails & General—P. M. S. S. Co.
MONTROSE, British str., 2,886, R. Glegg, 22nd May—Moj 16th May, Coal—Doddwell & Co.
MOVORIMARU, Jap. str., 3,700, I. P. Richards, 27th April—Bombay and Singapore 20th April, General—Nippon Yusen Kaisha.
NANSHAN, American str., 1,517, Carver, 27th May—Straits 26th May, Coal—Jardine, Matheson & Co.
NIPPON, Swedish str., 4,016, A. Paulson, 18th May—Singapore 12th May, General—Melchers & Co.
PELENO, British str., 7,441, W. T. Hannah, 31st May—Liverpool via Singapore 24th April, General—Butterfield & Swire.
PETCHABURI, German str., 1,373, C. Goswisch, 1st June—Bangkok 24th May, Rice—Butterfield & Swire.
QUINFA, German str., 987, T. Frumh, 23rd May—Wuhu 18th May, Rice—Siemssen & Co.
RAJARURI, German str., 1,189, H. Bremer, 16th May—Bangkok 13th May, Rice—Butterfield & Swire.
RAZAM, German str., 2,500, H. E. Reher, 26th May—Bangkok 2nd May, Rice—Chinese.
SCANDIA, German str., 8,089, Y. Dahven, 29th April—Singapore 21st April, General—Hamburg-Merika Linie.
SHANTUNG, British str., 1,835, Robinson, 24th April—Hongkong—Butterfield & Swire.
SINKOW, German str., 1,112, E. Anders, 15th May—Wuhu 11th May, General—Hamburg-Merika Linie.
SUMATRA, German str., 520, C. Wano, 22nd May—New Guinea 30th April, General—Melchers & Co.
SVERIG, British str., 4,011, Shotton, 18th May—Manila 15th May, Hemp and Flour—Doddwell & Co.
TEAN, British str., 1,346, A. W. Outerbridge, 28th May—Manila 25th May, General—Butterfield & Swire.
TOSA MARU, Japanese str., 3,600, T. Harrison, 30th May—Yokohama and Shanghai 27th May, General and Coal—Nippon Yusen Kaisha.
YATSHING, British str., 1,424, M. Courtney, 29th May—Chingwantao and Shanghai 26th May, Coal—Jardine, Matheson & Co.
Y. SONTUA, American str., 585, Gargelen, 13th April—Manila 10th April, Sugar—Chinese.
YUNSHANG, British str., 1,123, P. H. Rolfe, 31st May—Manila 26th May, General—Jardine, Matheson & Co.
ZAFIRO, British str., 1,625, Rodger, 31st May—Manila 29th May, General—Shewan, Tomes & Co.

SAILING VESSELS.

ALCIDES, 4-Mast bark, 2,968, L. Smith, 1st May—Kobe 23rd April, General—Standard Oil Co.

報新外中港香

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DEVANHA	About 10th June	Freight and Passage.
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Hongkong, 3rd June, 1909.

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CEBU and LOILO	"CHIHU"	On 4th June, 4 P.M.
SHANGHAI	"LINAN"	On 6th June, 4 P.M.
MANILA	"TEAN"	On 8th June, 4 P.M.
SHANGHAI	"YINGCHOW"	On 10th June, 4 P.M.
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SHANGHAI	"HINSANG"	Sunday, 6th June, 4 P.M.
SHANGHAI	"FOOKSANG"	Sunday, 6th June, 4 P.M.
SHANGHAI	"YATSHING"	Tuesday, 8th June, Noon.
TIENTSIN via WEIHAIWEI and CHEFOO	"CHIPSHING"	Wednesday, 9th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

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GENERAL MANAGERS.

Hongkong, 3rd June, 1909.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 3rd June, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	WAKASA MARU Capt. N. Nielsen	6500	WED. DAY, 9th June, at Daylight
VIETORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	SADO MARU Capt. Geo. Anderson	6500	WED. DAY, 23rd June, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TOSA MARU Capt. T. Harrison	6000	TUESDAY, 8th June, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	*SHINANO MARU Capt. K. Kawara	6590	TUESDAY, 22nd June, at 4 P.M.
SHANGHAI, MOJI and KOBE	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon
YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon
YOKOHAMA	MOYORI MARU Capt. J. C. Richards	4500	THURSDAY, 3rd June, at Noon
YOKOHAMA	COLOMBO MARU Capt. M. Winkler	5000	THURSDAY, 3rd June, at Noon
YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	WED. DAY, 9th June, at Noon
YOKOHAMA	SANUKI MARU Capt. K. Honma	6500	FRIDAY, 11th June, at 5 P.M.
YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9000	FRIDAY, 18th June, at Noon

* Omitting Shanghai.
Fitted with New System of Wireless Telegraphy.
Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 1st June, 1909.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidsips. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 12th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 31st May, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.
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NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR BREMEN, HAMBURG & ROTTERDAM:
S.S. BRASILIA ... 9th June	S.S. SUEVIA ... 11th June
S.S. SEGOVIA ... 22nd June	FOR HAVRE & HAMBURG:
S.S. C. FERD. LAEISZ ... 26th June	S.S. SENEGAMBIA ... 17th June
S.S. SLAVONIA ... 10th July	FOR MARSEILLES, BREMEN & HAMBURG:
S.S. ANDALUSIA ... 18th July	S.S. SCANDIA ... 1st July
	S.S. SILVIA ... 2nd July
	FOR ANTWERP, ROTTERDAM & HAMBURG:
	S.S. SITHONIA ... 8th July
	FOR HAVRE & HAMBURG:
	S.S. ISTRIA ... 10th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 26th May, 1909.

Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 8th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 24th May, 1909.

OSAKA SHOSEN KAISHA.



INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN,
(Intermediate Ports of Call:
Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.
Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.)

Newly Built Steamers (Subject to Alteration)
Tons (gross reg.) Captain Sailing Date.
"TACOMA MARU" 6,178 On Saturday, 3rd July
"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection. Superior accommodation for storage passengers situated amidship. A limited number of Cabin passengers carried at low rates. Electric-lighted and Steam heated.

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T. ARIMA, Manager.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5000 tons, gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	" Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	" Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	" Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE.—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
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HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Taken, torpedo boat destroyer Gunner Barlow, Hongkong.
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Lyon, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. B. Godfrey, Yangtze.
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain F. E. C. Ryan, Weihaiwei.
Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, B.N. Weihaiwei.
Bramble, gunboat 710 tons, 900 i.h.p., Lieut. Comdr. Hon. R. O. B. Bridgeman, Hongkong.
Britannia, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. F. B. Noble, Weihaiwei.
Cadmus, British sloop, 1,070 tons, Comdr. H. L. F. Heard, Shanghai.
Cherub, water tank and tug, 390 tons, 300 i.h.p., Master S. West, Hongkong.
Clio, British sloop, 1,070 tons, Comdr. C. T. Borrett, Weihaiwei.
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Weihaiwei.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Capt. Roland Nugent, cruising in Pacific.
Handy, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Heathcote, Hongkong.
Hart, torpedo-boat destroyer, 275 tons 6 guns, 4,000 h.p., Lieut. Comdr. Monroe, Weihaiwei.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. Heathcote, Hongkong.
Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 i.h.p., Capt. G. C. A. Marescaux, Weihaiwei.
King Alfred, 1st class cruiser. Flag ship of Vice-Admiral the Hon. Sir Hedworth Lambton, Commander-in-Chief, 14,100 tons, 18 guns, 30,000 i.h.p. Capt. L. Clinton-Baker, Weihaiwei.
Kinshia, river gunboat, 616 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Comdr. F. H. Walter, Borneo.
Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. C. C. Walcott, West River.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Yangtze.
Otter, torpedo-boat destroyer, 335 tons, 6 guns, 6,300 i.h.p., Lt. Comdr. B. J. D. Guy, V.C., Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. E. Tickell, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Colliers.

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AGENCIES.—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACONDRAY & Co.

For Particulars apply to
H. OISHI,
Manager,
No. 2, Pedder, Street, Hongkong.
Hongkong, 9th January, 1909.

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WEEKLY PRESS," July to December,
1908. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 21st January, 1909.

